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PERMANENT INTERNATIONAL ASSOCIATION
OF
CONGRESSES OF NAVIGATION

PERMANENT INTERNATIONAL BOARD

Meeting held at Brussels

on May 28, 1914

MINUTES OF THE MEETING

Executive Committee — Office of the Secretary General
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Brussels

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PERMANENT INTERNATIONAL BOARD

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CONGRESSES OF NAVIGATION

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MINUTES OF THE MEETING

The annual meeting of the *Permanent International Board of the Congresses of Navigation*, Mr. HELLEPUTTE, Minister ot Agriculture and of Public Works, President of the Association, in the chair, was held at the Palace of the Academies in Brussels on May 28.

The meeting was called to order at 10 o'clock A. M.

Present :

EXECUTIVE COMMITTEE

Messrs. G. HELLEPUTTE, Honorary Engineer of the Ponts et Chaussées, Minister of Agriculture and of Public Works, Minister of State, at Brussels;

A. DUFOURNY, Inspector General of the Ponts et Chaussées, Director General of Hydraulic Highways, Brussels;

J. RICHALD, Principal Engineer of the Ponts et Chaussées, Professor at the University of Ghent, Brussels.

ALGERIA:

Mr. VIELLE, Chief Engineer of the Ponts et Chaussées, Technical Assistant in the Direction of Public Works of the Government of Algeria.

GERMANY:

Baron von COELS von der BRÜGGHEN, Unterstaatssekretär im Ministerium der öffentlichen Arbeiten, Berlin;

Dr. Leo SYMPHER, Geheimer Oberbaurat, Vortragender Rat im Ministerium der öffentlichen Arbeiten, Berlin.

Messrs. J. F. BUBENDEY, Wasserbaudirector der freien und Hansestadt Hamburg, Geheimer Baurat, Hamburg.

DE THIERRY, Geheimer Baurat, Professor in the Technical College of Berlin, Member of the Consulting Committee of the Suez Maritime Canal, Berlin;

ENGELS, Geheimer Hofrat, Professor, Dresden.

BELGIUM:

Messrs. J. F. VANDERLINDEN, Inspector General of the Ponts et Chaussées, Administrative Inspector of the University of Ghent;

L. VAN GANSBERGHE, Inspector General of the Ponts et Chaussées, Brussels;

LAGASSE DE LOCHT, Honorary Director General of the Ponts et Chaussées, Brussels;

PIERROT, Honorary Inspector General of the Ponts et Chaussées, Honorary Director General of Hydraulic Highways, Brussels;

A. GOBERT, Honorary Engineer of Mines, formerly President of the Commission of Organisation of the first Congress of Navigation, Brussels;

A. LAMBIN, Chief Engineer, Director of the Ponts et Chaussées, Chief of the Office of the Minister of Agriculture and of Public Works, Brussels.

BRAZIL:

Mr. DE SILVEIRA BULCAO, Consul General of Brazil, Brussels.

FRANCE:

Messrs. A. CHARGUERAUD, Inspector General of the Ponts et Chaussées, Councillor of State, Director of Roads and Navigation, Paris;

GUERARD, Inspector General of the Ponts et Chaussées, Paris;

JUNCKER. Inspector General, retired, of the Ponts et Chaussées; Paris;

CRAHAY DE FRANCHIMONT, Inspector General of the Ponts et Chaussées, Member of the Consulting Committee of the Suez Canal, Paris;

DE JOLY, Chief Engineer of the Ponts et Chaussées, Professor at the National School of the Ponts et Chaussées, Paris;

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DABAT, Director General of Waters and Forests, Councillor of State, Paris;
JOUANNY, Member of the Chamber of Commerce of Paris;
FOUGEROLLE, Ex-President of the Professional Syndicate of Contractors for Public Works, Paris.

GREAT BRITAIN

Sir CECIL HERTSLET, Consul General of His Britannic Majesty in Belgium, Antwerp.

HUNGARY:

Mr. DE LÉTAY, Chief Engineer of the Royal Hungarian Ministry of Agriculture, Budapest.

ITALY:

Mr. SANJUST DI TEULADA, Senior Inspector of Civil Engineering, Deputy to the Parliament, Rome.

JAPAN:

Commander Sumitaro MARUYAMA, Naval Attaché of Japan in France, Paris.

MONACO:

Mr. BATARD-RAZELIÈRE, Chief Engineer of the Ponts et Chaussées, Chief Engineer of the works at the port of Monaco, Marseille.

NORWAY:

Mr. KRISTENSEN, Vasdragsdirektor, Kristiania.

NETHERLANDS:

Mr. VAN DER SLEYDEN, Ex-Minister of the Waterstaat, of Commerce and Industry, The Hague.

RUSSIA:

Professor V. E. DE TIMONOFF, Engineer, Privy Councillor, Director of Statistics and Cartography at the Imperial Russian Ministry of lines of communication, etc. Saint-Petersburg;

Lieutenant General DE SCHOKALSKY, Honorary Assistant of the Central Administration of Hydrography, Vice-President of the Imperial Russian Geographical Society, Saint-Petersburg;
Captain-Lieutenant ALTFATER, of the Imperial Navy, Saint-Petersburg.

SWEDEN:

Colonel HANSEN, Corps of Bridges and Roads, President of the Royal Administration of hydraulic motive Powers, Secretary General of the XIIIth International Congress of Navigation, Stockholm.

SWITZERLAND:

Mr. DE MORLOT, Federal Chief Inspector of Public Works of the Swiss Confederacy, Berne.

UNIVERSAL COMPANY OF THE SUEZ MARITIME CANAL:

Mr. QUELLENNEC, Chief Engineer of the Ponts et Chaussées, Consulting Engineer of the Universal Canal Company.

ORDER OF BUSINESS

1° Report of the Executive Committee;

2° Report of the Auditing Committee;

3° Change in the By-laws (temporary Members);

4° XIIIth Congress (Stockholm 1915);

a) General reporters and reporters;

b) Determination of the date of opening of the Congress;

c) Information furnished by the *local Committee on Organisation* in regard to the different points of Article 7 of the By-laws: Committees on patronage, administration, reception, excursions, etc. Rooms and halls for the Congress, lodgings for the members at Stockholm, etc.

d) Proposed excursions; reductions of rates by sea and by rail, best route to follow to reach Stockholm, starting from a given town where the members might meet with a view to travelling together;

e) Meeting of the Permanent Board at Stockholm before the Congress (date);

5° *XIVth Congress.* — Place where to be held;

6° Sundry communications.

THE PRESIDENT called the meeting to order in terms as follows:

Gentlemen.

I have the honor and the pleasure, in the name of your Executive Committee, to wish you a cordial welcome and to thank you heartily for having been so kind as to take part in this meeting. This latter is important, because our XIIIth Congress is to be held next year at Stockholm and we must also consider where the Congress following is to be convened.

I desire also to welcome two new colleagues here present:

Mr. VIELLE, delegate from Algeria, and
Mr. JOUANNY, a new delegate from France.

Several Members of the Board, whom various reasons have prevented from being present, have asked the Executive Committee to present the apologies to you. They are:

Messrs. von Doemming, von Krause, von Schuh, Flaisch, Heineken and Lutjohann, delegates from Germany;

Messrs. Russ, Kautzky and Matteusche, delegates from Austria;

Mr. de Kvassay, delegate from Hungary, who has sent a supernumerary member, Mr. de Letay, to represent him;

Messrs. Mailliet and Troost, delegates from Belgium;

Mr. de Souza Bandeira, delegate from Brazil;

Mr. Munoz-Hurtado, delegate from Chili;

Mr. Westergard, delegate from Denmark;

Messrs. Garcia Arenal and Brockmann, delegates from Spain;

Messrs. Bixby, Hodges, Corthell, Bogart, Sanford and Hampton Moore, delegates from the United States;

Messrs. Barlatier de Mas, Pavie and Reumaux, delegates from France;

Sir Arthur Yorke, delegate from England;

Mr. Typaldo-Bassia, delegate from Greece;

Messrs. Torri and Rota, delegates from Italy;

Mr. Deking Dura, delegate from the Netherlands;

Prince Schahovskoi, Messrs. de Hoerschelmann, Maximovitch and Florine, delegates from Russia;

Mr. du Plessis de Richelieu, delegate from Siam, and
Mr. Montero y Paullier, delegate from Uruguay.

Messrs. de Hoerschelmann and Maximovitch ask me by telegraph to present their compliments to the Board and Mr. von Doemming, also by telegraph, expresses his regrets as not being able to be present at the meeting and sends his wishes for the success of our works.

Our colleagues of the United States, unable to have any representative at our meeting, came together in New York and considered certain points of our Order of Business. The Executive Committee will bring to your notice, when these points come up for discussion, the views set forth by the members of the official Section of the United States.

Gentlemen, *the first item of the order of business* for our meeting relates to the *Report of the Executive Committee on the general state of the Association;* I shall ask Mr. RICHALD, our Secretary General, to read and shall request you to make such observations as this report may suggest to you.

Mr. RICHALD, read the report and, while doing so, called attention to the fact that the list of reporters for the XIIIth Congress, as given in the report, had been somewhat changed. The changes are mentioned at the end of the present minutes (see appendix I). Mr. Richald thought also that he should inform the meeting of the following letter which he had received, after the report was printed, from Sir Cecil Hertslet, Representative of the Government of His Britannic Majesty on the Board, and which is of great interest for the Association.

Antwerp, May 9, 1914.

Mr. Secretary General and dear Colleague,

Referring to your letter of November 20 last, in regard to the British Possessions becoming members of the Association of Congresses of Navigation, I have the honour to inform you that my Government has just let me know that it has received the following replies to the various communications sent out.

The Government of *Newfoundland* does not wish to join the Association formally as to be represented at the Congress of Stockholm, but it is

ready to cooperate in every possible way and would be glad to receive the publications of the Association.

The Government of the *Commonwealth of Australia* wishes to join the Association from July 1 next and to give an annual grant of one thousand francs. The amount of this grant will be sent later directly to the main office of the Association at Brussels.

The wishes of the other Governments consulted have not yet been communicated to the Board of Trade.

Faithfully yours,

(Signed) Cecil HERTSLET.
Consul General of H. B. M. in Belgium.

(The meeting greeted this good news with applause.)

Mr. DUFOURNY announced that the idea in favor of which he had spoken so highly a year ago, that of drawing up International Regulations for inland navigation, to include general uniform instructions, had moved a step forward. He entered into relations with Mr. Charguéraud in connection with the matter and now possesses, in addition to the German and Dutch regulations, the new ones of France; this document was sent to the *President of the Federation of Boatmen of Belgium*, who has been requested to take the matter up with the *Presidents of the German, French and Dutch Federations of Boatmen*, in order to determine the points on which it would be well to have common clauses for the navigable highways connecting our four countries. An agreement along these lines would mark a first step toward reaching an *International Code for inland Navigation.*

Mr. Dufourny has also collected in Belgium and in the Netherlands some very interesting information in regard to *river mortgages (hypothèque fluviale).* Here too it is evidently not possible to realize the desired unity in a day. It is enough, however, that the truth should be moving forward and it is to be hoped that the Association will reach in this matter the end sought.

Turning to another subject, Mr. Dufourny also mentions that, according to information received from the delegates of the United-States, *Brazil* is said to hold the intention of inviting the Association to meet, for the XIVth Congres, at *Rio-de-Janeiro*, where we have a most devoted official representative : Mr. de SOUZA-BANDEIRA. The American section also called to mind that,

in conformity with what had been said at the time of the excursion to Canada after the Congress of Philadelphia, the Canadian members proposed in their turn, after the fashion of their colleagues of the United States, to have the Association invited officially to hold a Congress in their country. Our colleagues of the United States think that the first of these invitations will be sent to us from Brazil of which the Government has already shown itself to be in favor of this idea. So the choise of the seat of the XIVth Congress will come up, in their opinion, in the following order : 1° *Brazil*, 2° *Canada*.

Mr. GUERARD. — When is it proposed to hold this Congress?

THE PRESIDENT. — This question will be considered *in the fifth item of our order of business*.

MR. RICHALD. — Colonel Sanford, always so faithful at our annual meetings, could not come this year, much to his regret, to take part in our works. Messrs. Juncker and de Thierry have been so kind as to go on without his assistance and to audit the accounts of the Association in the name of the Board. Mr. Juncker proposes to read the report which he has prepared in conjunction with Mr. de Thierry.

Mr. JUNCKER. —

REPORT OF THE AUDITING COMMITTEE FOR THE YEAR 1913.

Brussels, May 27, 1914.

The undersigned, directed by the Permanent Board to audit the accounts of the Association, met at Brussels, for that purpose, on May 27, 1914.

Colonel SANFORD, detained in the United States by professional duties, sent in his excuses for being unable to join them in this audit. Consequently, the two undersigned went on with the work by themselves, in the presence of Mr. RICHALD, Secretary General, and of his two assistants, Messrs. VIVANE and MERTENS.

They examined the tables on page 23 of the Report of the Executive Committee which give the balance sheet of the Association on December 31, 1913, and the account of profit and loss during 1913.

The account-books and all vouchers were submitted to the auditing Committee.

The undersigned picked out here and there a large number of items of expenditures and verified these expenditures by means of the bills and receipts belonging theret. They note, as in preceding years, the irreproachable order in which these documents are kept and classified and their exact agreement with the accounts of the Association.

They also checked the sums received from States, Corporate bodies and permanent Members.

The savings-back accounts were checked by means of the official pass book, and those of the Société Générale, by means of the extract from the account-current.

The undersigned finally counted the cash on hand on the date of today.

These various examinations led them to acknowledge the exactness of the financial situation as given by the Executive Committee.

The examination of the balance sheet of December 31, 1913, calls forth the following observation on their part.

The assets of the Association include mainly:

1° 3 % bonds of the State of Belgium and 4 % Treasury notes having a total value of 250,900 francs;

2° On deposit with the *Caisse d'épargne*. . . . . fr. 105,161.26
and with the *Société Générale* 58,117.48

In all fr. 163,278.74

This last figure shows what the Association has available at the present time. But it should be noticed that the interest on the deposits is only 2 % at the *Caisse d'épargne*, and 2 1/2 % at the *Société Générale* for ordinary running accounts and 3 % for accounts subject to notice.

The undersigned consider that it would be well, for a part at least of the available funds, to find a more remunerative investment.

They do not now renew the proposition made by them in 1913 to buy 4 % Treasury notes as these securities are now a little above par.

They second the proposition, suggested to them by the Secretary General, rather to buy 3 % bonds of the *Société Nationale des Chemins de fer vicinaux* (Nationale local railways Society), bonds guaranteed in Belgium by the State, provinces and communes, of which the quotations are now only 76 to 77. The return from these bonds is almost 4 %, and they bring in a heavy premium when redeemed, this redemption being by lot at stated periods.

The opinion of the undersigned would be, while keeping on hand a sufficient amount to meet the cost of the Congress of Stockholm, to purchase the afore-mentioned bonds for a nominal value of 100,000 francs which would give a profitable investment of 76,000 to 77,000 francs.

The Profit and Loss Account for 1913 gives rise to the following few remarks:

The expenditures for « Sundry printing, etc. » amounting to fr. 4,560.98, include a sum of fr. 74.25 for furnishing a general plan of the coast of Belgium for which a foreign member of the Association had asked at the office of the Secretary General. Although the amount involved in this case is very small, the undersigned consider that it forms a precedent which, if often repeated, might lead the Association to excessive expenditures which do not arise from its obligations.

This time the object asked for was a general plan of the coast of Belgium; at another, it might be maps of navigable rivers or plans of ports in such or such a country. The undersigned believe that, by proposing to lay down the rule that such requests shall not be granted save in very exceptional cases, a useful measure of protection against future demands of these nature will be given to the Secretary General.

The expenditure for « Personnel, translations and copying » show in 1913 quite a marked increase over the preceding year (9,985.65 as against 8,291.24); this arises mainly from increases of pay allowed to several of the Secretary General's assistants; the undersigned consider these increases as fully justified by the services rendered.

The increase is large for the item Articles published at the cost of the Association (fr. 24,290.14 as against 4,204.85)). The object of the great expenditures under this head in 1913 was publications already approved by the Permanent Board, notably: « Programme of the labors, resolutions and conclusions of twelve International Congresses of Navigation », the work of Mr. Van Konynenburg on « Shipbuilding », the Catalogue: « Rivers, Canals and Ports », etc.

The balance of the costs of the Congress of Philadelphia was fr.23,775.65. The undersigned would remark in this connection that, in their report of year ago, they announced a total probable cost for this Congress of about 150,000 francs and that the actual total cost was, according to the last report of the Executive Committee, fr. 149,848.31.

The estimate of receipts for 1914 allows us to anticipate for this year a satisfactory collection of grants and dues.

The grants from States have been paid up in full except that of Indo China, amounting to 250 francs, which was discontinued in 1912. But it must be remarked that the cessation of this grant was announced in a letter from the Gouvernor General of Indo-China dated March 4, 1912, and that the efforts made since then to have this regrettable decision revoked seem to have been of no avail.

Hence it would seem proper to strike off India-China from the list on which this State appears under No. 35.

This suppression, added to those of the Republic of Ecuador and of Peru, brings up to three the number of the participating States which have withdrawn.

Among the cities and corporate bodies, there are lacking but one subscription of 100 francs for 1913, and 9 subscriptions of 10 francs, in all 190 francs.

Among the permanent members, the number of those behind hand at the end of 1913 was 107 (of whom 39 belong to the United States). This represents a deficit of 1,070 francs.

In spite of the few who have given out, the financial situation of the Association still remains very satisfactory. As in past years, the undersigned can only express their appreciation of the perfect keeping of the accounts.

They recommend the approval of the accounts for 1913, offering for what it is worth the observation,which they deemed it a duty to present, in connection with one of the items of expenditures for «Sundry printing, etc.»

In anticipation of the meeting of the next Congress of Navigation at Stockholm in 1915, the undersigned propose that it be decided to have the accounts of the Association audited at Brussels, as is done every year, before the opening of the Congress. This was done in 1912 before the departure for Philadelphia. This measure is justified by the evident inconveniences caused by moving the books and vouchers of the Association from one place to another. If the matter be decided in this way, the undersigned, will hold themselves at the disposal of the Permanent Board to audit the accounts at Brussels a few weeks before the opening of the XIIIth Congress.

(Signed) JUNCKER,
(Signed) DE THIERRY,
Members of the Auditing Committee.

Mr. DE TIMONOFF. — I agree fully with the observations just made by the Auditing Committee, but I should like, however, to offer a remark as to the *investment of our capital*. I am well aware that, in accordance with the By-laws of the Association, this capital has to be invested in Belgian securities; but our Association is international and it seems to me that the means might be studied to set this rule aside in order to purchase foreign government bonds, — and there are excellent ones to be had — with a view of reaching a more renumerative investment. This question, evidently, cannot be settled at once, but I should like to have a note of it made so that it can be examined at a future meeting.

I have also another observation to present, as a matter of form.

In the table on page 25 of the Report of the Executive Committee, giving the countries which make a grant of funds to the Association, there are found among the participating States the *European Commission of the Danube* and the *Universal Company of the Suez maritime Canal*, which cannot be considerad as such. This mistake has been repeated since the foundation of our Association and I have

thought it my duty to mention the fact as my attention has been called to this point. The two Institutions in question should be placed in the list of *corporate bodies*, but not among the *States*.

Mr. DUFOURNY. — The question of the *investment of funds* was under consideration at the beginning and, the offices of the Association being at Brussels, it was thought best then to invest our funds in Belgian securities, not only because it was known how safe they are, but also because we are better able to buy and sell on the ground. If a fall in value has occurred, the same has happened elsewhere. I believe that the same question was raised at the meeting of the Board of the Congress of the Road, held at Paris, and it was admitted there that the French Executive Committee was doing well to invest its funds in Government bonds or in securities guaranteed by the French State.

Mr. DE TIMONOFF. — The question was left for further study.

Mr. DUFOURNY. — As to the observation in regard to the "*European Commission of the Danube*" and to the "*Suez Maritime Canal*", I must confess that our Association has not always been so haughty as it is now; we knew a period when we were not very rich and if we have obtained the assistance of these two great Institutions, it was just because we promised them to place their names among the participating States. It seems to me that this condition of affairs should stand, and all the more so since no one has been wronged and since there is almost an acquired right. Must *ex post facto* effects reign among us?

THE PRESIDENT. — Let us take up again the propositions made by the Auditing Committee:

First of all, that of the *purchase of bonds of local railways*. Has no member any remark to make?.... The proposition is adopted.

The observation of Messrs. Juncker and de Thierry in the matter of the *cost of printing* seems to me sound. It is evident that if the members of our Association were allowed to call upon the Executive Committee for plans or documents other than those sent out by the Association, we might be led into making unexpected and large outlays and I thank the Committee for having been so kind as to protect us against this unwholesome tendency.

Does no one wish to speak?.....

So, these two points are settled. *The Report of the Auditing Committee is adopted.*

Mr. de Timonoff's proposition in regard *to the investment of funds* is before us.

As we have a Committee which is so kind as to take charge of auditing the accounts, it might, I think, examine whether, at some given moment, it might not be well to invest certains parts of our funds elsewhere than in Belgian securities. The proposition could be made by the Committee, if needs be, and the decision would be reached through full knowledge of the facts. This would seem to be the best solution.

Mr. DE TIMONOFF states that he agrees with the President.

THE PRESIDENT. — So far as the title to be given to the two Institutions named by Mr. de Timonoff is concerned, he might be satisfied by placing a stroke at the end of the list of States and by inserting thereafter, but under the same heading, the names of the two institutions in question. Such a distinction would prevent their being confounded with the mass of the other corporate bodies.

Mr. QUELLENNEC. — I have the honor of representing here the "Universal Company of the Suez Canal" and I understand very well that it cannot be considered in any way as a State. The European Commission of the Danube and the Company of the Suez Canal represent, however, important bodies of a wholly special character. The desire was to keep for us a place apart just on account of this very character and we are very happy at having obtained this advantage. All the same, Mr. de Timonoff's remark is eminently just and so far as I am concerned, I agree perfectly with that which has been proposed by the President and which will be satisfactory to us.

(The proposition of the President was accepted by the meeting.)

Mr. RICHALD read the budget proposed for 1914 on page 26 of the Report of the Executive Committee.

(The budget as proposed was adopted without remark.)

The PRESIDENT. — We come now to the *third point* of our order of business. It relates to a change of our By-laws in the matter of " *temporary members* ". This question had already been examined last year, but no decision was reached. Since then, the Executive Committee had received from Colonel HANSEN, Mr. de TIMONOFF and the delegation from the United States, proposals for changes in the texts which had been presented in 1913 by the French and German delegations. These texts and the new propositions are contained in the series of papers issued to the members of the Board. Mr. DUFOURNY will please inform us about the considerations put forth in this matter by the American delegation which is not represented at this meeting.

Mr. DUFOURNY. — The American delegation discussed the question of *temporary members* at the meeting which it held at New York. In its opinion, the change of paragraph 2, d) of article 10 of the By-laws might do in the United States, a great deal of harm to our Association by reason of the fact that a large number of members and the majority of the *life members* in that country would be kept out of the excursions of the XIIIth Congress and would receive no benefit from the transportation facilities granted to the other members of the Congress. In 1911, the United-States was represented in the Association by :

3 corporate bodies paying 100 francs;
10 corporate bodies paying 10 francs;
3 life members, and
219 ordinary members.

Leaving out those who have not paid their dues for 1913, we have in that country at the present time :

13 corporate bodies paying 100 francs;
18 corporate bodies paying 10 francs;
22 life members, and
323 ordinary members.

Now, many American members only joined the Association a short time before the opening of the XIIth Congress, that is to say : after January 1912 and many of the new members, among whom are most of the " life members ", did not join until after the Congress.

On the other hand, the American delegation intends, after the meeting of our Board, to try to increase the number of " life members " from the United States and there is no doubt that it would succeed in increasing largely their number if it could urge advantageous conditions. But it is to be feared that its efforts would meet with no success if it were obliged to announce to the expected " life members " that they will be excluded from taking part in the excursions of the Congress of Stockholm.

Consequently, the Section of the United States proposes to complete article 10 of the By-laws by means of paragraph d) worded as follows :

d) To join in the excursions of the Congress and to profit by any favors of transportation included therein provided that they were permanent members in their own right at the preceding Congress and have continued so since.

Delegates of Governments and all Corporate Bodies which belong to the Association and *all Life Members* have the same rights and privileges as do those members who were permanent members at the preceding Congress and have continued so since.

Governments belonging to the Association and Corporate Bodies which have been members there of for at least four years may also accredit to the Congress Members who shall enjoy the rights and privileges granted by the present paragraph to their official Delegates,but the total number of Delegates and accredited members from a Government or a Corporate Body must not exceed twice the number of official Delegates allowed by Art. 2 of the By-laws.

Relatives (wives and children) of the official Delegates and of the permanent or accredited Members above mentioned, also secretaries, helpers and other necessary companions, shall enjoy the same rights and privileges after they shall have been enrolled as Members of the Congress, so far as the Local Committee may find practicable.

Honorary Members enjoy all the rights and privileges granted to the official Delegates of the Governments belonging to the Association.

THE PRESIDENT. — We have, therefore, four propositions before us : that of 1913, that of the American delegation, and those of Colonel Hansen and Professor de Timonoff.

Mr. Charguéraud has the floor.

Mr. CHARGUÉRAUD. — I should like to recall the conditions which led to our studying this question which was brought up for

the first time in 1909 by our colleague, Mr. Victor Russ, delegate from Austria.

Mr Russ had proposed to give less importance to *fêtes* and receptions at our future Congresses and *to admit no more temporary members.* Our Colleague wished therefore to exclude temporary members; his idea being that they came to our Congresses merely for amusement, without considering either the useful or the technical side, and he regarded this tendency as something which might work harm to our Association.

After having examined the question, we of the French delegation thought that there might be a means whereby to satisfy every one by adopting a less imperative and less harsh wording than that which Mr de Timonoff had prepared and which was laid before us. We thought that the steps to be taken to prevent the excursions which follow after our Congresses from being invaded by members for the nonce, *were a matter especially for action by the local Committees of organisation* and that it was for them a question of propriety and judgment to reserve on these excursions such a number of places that *persons from abroad should always be provided for:* There are things which it is difficult to specify in the By-laws and full liberty of action should be left to the initiative of the local committees. It seems too us equally indispensable to leave in their hands the intitiative in the festivities to be prepared.

As to the invading members, called in America "*undesirables*", a solution can be reached by making no further distinction between *temporary* and *permanent* members, and all the more is this the case since the present distinction is by no means clear; a temporary member being permanent so long as he pays his dues and a permanent member being able to withdraw when he sees fit.

Article 5 of our By-laws (page 3, edition of 1911) says: " *The Permanent Council decides upon the admission of permanent members* ". The word " *permanent* " might be suppressed and no further distinction made but reserving, however, the question of dues. Article 2, page 2 would, consequently, be changed by simply saying that " *the Association is composed of members* " and that it *is* " *the Permanent Council which decides on their admission* ".

It might also be required as in many other bodies " *that, in order to be received, a candidate must be presented by two sponsors who are members of the Association.*

It has been thought that the rush might be avoided by raising the dues; I, for my part, do not think that persons who come to our Congresses merely for amusement would hesitate to pay 40 francs any more than to pay 30 or 20 francs, provided that they find by so doing the benefits which the Congresses offer to them. And again, the door would be closed in this way against young Engineers desiring to take part in our Congresses. We would run contrary to the object which we pursue. We should eliminate " desirable " people and retain, all the same, the " undesirables ". I am not opposed to making a change in our By-laws, but I consider that we should go very slowly.

Baron von Coels von der Brügghen gives, in his turn, his opinion on the question submitted to the examination of the Board. He admits that the rather radical wording proposed in 1913 suits the French, and German delegations; this is not the case with other countries, such, notably, as America, and he states that on the whole his views coïncide with those just expressed by Mr. Charguéraud. We should, above all, said Baron von Coels von der Brügghen, *draw the attention of the local organizations to the technical and serious character of our Congresses;* the wording of our By-laws matters little provided that the spirit of our Association be well understood.

Mr. de Timonoff. — I take the liberty of reminding the members of the Board that when we drew up our first By-laws, we created temporary members and permanent members; since then a step forward has been made by creating members who might be called " *superpermanents* " as there are now " *members for life* ". This is an additional reason for doing away with temporary members. I approve, therefore the solution proposed by Mr. Charguéraud which is simple and which will lead to the same results as the one proposed last year and without the latter's disadvantages.

Allow me also to rectify a small mistake. The preparation of one text was attributed to me a while ago; now, this emanated unanimously from the Russian members of the Permanent Board. I should like to add that, if the wording proposed last year were good for France, it might not suit all the other countries. Hence it would be enough to say that the Association includes members, giving the conditions to be fulfilled to be admitted.

Colonel HANSEN. — I must say that I have made no proposition. The copy of the letter which appears among the papers laid before the members of the Board is only a reply to a letter from our Secretary General. I pointed out in this letter the difficulty of finding an imperative wording to suit every one.

I agree therefore with pleasure to that which Mr. Charguéraud proposes and which seems to me to be very practical.

The PRESIDENT. — *So the title of " temporary " member would disappear from our By-laws. The word " permanent " would be suppressed also at Article 2, n° 2, and, to be admitted as a member, the applicant would have to be presented by two sponsors who are members of the Association.* We are all thus agreed on this point, with a final wording of the matter to be prepared later of course.

Mr. CHARGUÉRAUD. — As to the annual dues, Mr. Dufourny suggested to me before the meeting an idea which I find to he excellent. It consists in varying the amount according to the date at which the members join. *There can be no doubt that a person who joins the Association during the year next after a Congress should pay less than one who presents himself during the year of a Congress or the one next preceding. Article 8,* page 8 of the By-laws, where mention is made of the resources of the Association, *might be modified* by stating that *the initiation fee on joining the Association is 10, 20 or 30 francs, depending upon the year during which the candidate joins.* Persons who would like to join in the year of a Congress should not be kept away by too strong a fence. The payment of 30 francs, therefore, seems to me sufficient in this case and we should thus meet the wishes of certain American and Russian members.

Mr. DUFOURNY. — I agree with Mr. Charguéraud in the matter of the annual dues of 10 and 20 francs, but from the stand point of the " treasury " I have an observation to make as to those of 30 francs which belong to the year of a Congress and which *I think should be raised to 40 francs.*

In order to say how many copies of the publications should be printed, it is asked before each Congress how many new or passing members there will be who will have the right to receive these

publications ; and the reply comes back regularly : we do not know. This situation cannot help offering some trouble. Before the Congress of Philadelphia, the American delegates anticipated 1,400 new memberships and asked the Executive Committee to have 2,000 copies of the English reports printed. In spite of the size of this figure which was manifest and in spite of the resulting great cost—for the printing of a set of reports costs 40 francs—it was deemed best to satisfy this desire. But we were right in our expectations and there were only 500 temporary American members. Our colleagues of the United States are now using the balance of the reports left over for carrying on their propaganda in favor of the Association. It was a large and unnecessary expense caused by those whose only thought in joining the Congress was to amuse themselves. Beyond this, I do not insist on my proposition, but I desired to state the reasons for my opinion that the dues for these members should be raised to 40 francs.

Mr. DE TIMONOFF. — The members who pay ten francs a year receive the various publications of the Association which become more interesting every year and they gain in this way an advantage, consequently it does not seem justifiable to me to call for 40 francs from persons who join the Association during the year of a Congress. We must think too of another class of members whom I should call " *associates* of the Association ": they are the wives and minor children of members. *They might be called on to pay 20 francs for the year of a Congress without receiving any of the publications.* In this way the trouble mentioned by Mr. Dufourny would be mitigated to a great extent.

Mr. VIELLE. — In order not to throw too much on the funds of the Association, I intended to propose to you that no publications should be issued to members who joined the Association six months or less before the opening of a Congress, but I agree to what Mr. de Timonoff has just said.

THE PRESIDENT. — We have here three propositions :

The first is to make those who come in during the year of a Congress pay 30 francs; those who come in during the year preceding a Congress, 20 francs; those who join two years before a Congress, 10 francs.

The second proposition is : to raise the 30 francs to 40 francs, and the third is to reduce the dues of the wives and children accompanying the members of the Congress to 20 francs, they to receive none of the publications.

Mr. DE JOLY. — It seems to me that, before any action is taken, we should find out what will become of the sums paid in at the time of the Congress. In the Association of the Congresses of the Road, the dues of the temporary members were increased from 25 to 30 francs, but it was understood at the same time that ten francs whould go to the Permanent Board and 20 francs to the local Committee. Article 7, paragraph 10 of our By-laws lays down that the dues of the temporary members, placed at 25 francs up to the present time, shall go to increase the funds of the local Committee. Do we intend to pay into it all the new dues or are we going to reserve a part of these funds for the finances of the Association?

Mr. DUFOURNY. — I think that it would be more simple to suppress in paragraph 10, Art. 7, all reference to the dues of temporary members. As we have to subsidize countries whose own means are not sufficient and, in case of necessity, to assist the local Committees, these receipts might be paid, into our central fund.

THE PRESIDENT. — Are you not afraid that by doing this the propaganda for bringing in persons to take part in the Congress may slacken down? The local Committee would have no further interest in recruiting new members if it knew in advance that their number mattered little and that the Association would have to help it under any circumstances.

Mr. CHARGUÉRAUD. — This question too was discussed at the Congress of the Road. If the local Committee know that in bringing in Messrs. X. Y. Z. it will receive a part of their dues, it will be led to carry on more intensely the propaganda in its own country. *It was decided at the Congress of the Road that 20 francs should go to the local Committee and 10 francs to the Permanent Board for its share of the costs.* The same shares might be adopted here.

Mr. JOUANNY. — We have a similar system in the Association of social Insurance. We collect dues of which two-thirds are paid over to the local organizations. I think that this is the regimen which should be adopted here and I agree with what Mr. Charguéraud proposes.

Dr. SYMPHER proposes *to adjourn the question of dues and their distribution* which he considers a very important matter.

Mr. CHARGUÉRAUD. — It might be adjourned, and voted on only with a definite wording.

Mr. DE TIMONOFF. — It would be difficult to obtain a clear and final wording at a meeting which has so much to do as has this, and I think that *the Board might intrust the Permanent Council with the task of completing this work.* We have a Council which exists and acts and it should be called upon to prepare the wording sought.

THE PRESIDENT. — Does Mr. de Timonoff propose that a meeting of the Permanent Council be called for this purpose?

Mr. DE TIMONOFF. — No; the discussion might be carried on, in my opinion, by correspondence.

Mr. DABAT. — It will be well to bear in mind the financial consequences which this change may bring about. The budget of the Association must not be made to suffer.

THE PRESIDENT. — *The Executive Committee will take up, by correspondence, with the Permanent Council the preparation of a text and will submit it to the Permanent Board.* —
(The meeting signified its assent.)

THE PRESIDENT. — We shall now take up, Gentlemen, *the fourth item on our order of business;* it relates to the XIIIth Congress.

The list of the Reporters and General Reporters, as has been stated while reading the report of the Executive Committee, forms appendix I of this publication. Allow me, in the name of the Association, to address warm congratulations and no less warm thanks to the Heads of delegations who have obtained the

assistance of their valuable collaborators for the Congress of Stockholm.

Colonel Hansen desires to give the Board some detailed information on the subject of this Congress which he has undertaken to organize with a warmth and devotion worthy of all praise. What Colonel Hansen has to say refers to letters *b*, *c* and *d* of the order of business.

Colonel HANSEN. — The Swedish Government having decided, in the spring of 1913, to grant a subvention of 35,000 crowns (about 48,500 francs) for the Congress of Stockholm, and the Permanent Board having decided to accept the invitation offered, our Government, through its Ministry of Foreign Affairs, asked officially, in September 1913, the various Governments which lend their support and grant a subvention to the Association, to send delegations to represent them at the Congress of Stockholm.

Up to the present moment, the following countries have announced their intention of being represented at this Congress : Mexico, China, Norway, the Netherlands, Russia, Great Britain, Switzerland, Bulgaria, Argentina, Siam, Algeria, Belgium, France, Tunisia and Peru. Persia declined the invitation.

In the beginning of April 1914, we were able to send to the Executive Committee *the list of the Swedish Reporters and General Reporters.*

On April 18, 1914, the Government selected a *General Committee of Organization* including the persons named below:

President :

Rear Admiral Arvid LINDMAN, ex-President of the Council, Member of the Swedish Diet, President of the General Swedish Union of Navigation, Stockholm.

Members :

Captain Hjalmar BLOMBERG, Director of the Swea Joint Stock Society of Navigation, Stockholm;

Mr. Aug. VON ECKERMAN, Chief Director of Naval Constructions of the Royal Swedish Navy, Stockholm;

Mr. K.-A. FRYXELL, General Director of the Royal Office of Commerce, Stockholm;

Colonel F.-V. HANSEN, President of the Royal Administration of Water Powers, Stockholm;

Mr. Wilhelm LINDER, General Director of the Royal Administration of Lighthouses and Beacons and of the Pilotage Service, Stockholm;

Mr. Wilhelm LUNDGREN, Shipowner, Director of the Transatlantic Shipowners' Company of the Swedich line to South Africa and of the Swedish line to Australia, President of the Swedish Shipowners' Union;

Mr. C.-J. MAGNELL, Rector of and Professor at the Royal Superior Polytechnical School of Stockholm, Member of the Royal Administration of Water Powers, Stockholm;

Captain Gösta MALM, Royal Corps of Bridges and Roads, Chief of the Bureau of Constructions of the Royal Administration of Water Powers, President of the Society of Engineers and Achitects of Sweden, Stockholm;

Dr. Phil. I. C. J. Gustaf RICHERT, Member of the Royal Academy of Sciences of Sweden, ex-Professor at the Royal Superior Polytechnic School of Stockholm, Consulting Engineer, Stockholm;

Colonel Fridolf DE WIJNBLADH, Chief Director of the Royal Administration of Bridges and Roads, Stockholm;

This General Committee of Organization met on May 2 and the following persons were appointed as adjunct members:

Lieutenant Colonel O. Z. EKDAHL, Royal Corps of Bridges and Roads, Chief of Division in the Royal Administration of Bridges and Roads, Djursholm;

Captain Volmar FELLENIUS, Royal Corps of Bridges and Roads, Professor at the Royal Superior Polytechnic School of Stockholm;

Chief Engineer Uno GRÖNVALL, Chief of the Bureau of Lighthouses in the Royal Administration of Lighthouses and Beacons and of the Pilotage Service, Stockholm;

Major H. KINBERG, Head of the Public Works of the City of Stockholm;

Captain Albert LUNDBERG, Royal Corps of Bridges and Roads, Chief Engineer of the Works of the Port of Stockholm;

Captain Sven LÜBECK, Royal Corps of Bridges and Roads, Consulting Engineer, Secretary General of the Swedish Association of Water Powers, Stockholm.

Captain Ingemar PETERSON, Royal Corps of Bridges and Roads, will act as Treasurer and Mr. Gunnar HOLMBERGER, Civil Engineer, and Lieutenant R. M. HEIDENSTAM, Royal Navy, will act as Secretaries.

The *Executive Committee*, appointed from among the members of the *General Committee of Organization*, is made up as follows:

President:

Admiral LINDMAN.

Members:

Colonel HANSEN,
Major KINBERG,
Captain LUBECK,
Captain MALM.

Secretary:

Mr. HOLMBERGER.

The postal and telegraphic addresses of the Local Committee of Organization as well as of the Executive Committee are *Navikongress* Stockholm. The offices are now in the building of the Royal Administration of Water Powers: Regeringsgatan, 45, Stockholm.

H. M. KING GUSTAVUS V has deigned to bestow *His High Patronage* on the XIIIth Congress of our Association *(Lively applause.)*

H. R. H. CROWN PRINCE GUSTAVUS ADOLFUS has deigned to accept the title of First Honorary President of the Congress. *(Applause.)*

The President of the Council;
The Minister of Foreign Affairs;
The Minister of the Navy;
The Minister of the Interior;
The Minister of Agriculture, and
The Grand Governor of Stockholm
have been invited as Honorary Presidents.

The officers of the Congress and of the Sections are:

OFFICERS OF THE CONGRESS

Presidents General:

Admiral LINDMAN.
Colonel HANSEN.

Secretary General:

Colonel HANSEN.

OFFICERS OF THE SECTIONS

First Section.

Presidents:

Colonel de WIJNBLADH,
Dr. RICHERT.

Secretaries :

Captain MALM,
Captain LÜBECK.

Second Section.

Presidents:

Mr. LINDER,
Chief Engineer GRÖNVALL.

Secretaries :

Captain LUNDBERG,
Captain FELLENIUS.

A hundred persons of high rank interested in the labors of the Congress have been called to form a part of the *Committee of Patronage.*

A Committee for receiving the members of the Congress at Stockholm, and Committees for the towns which will be visited during the excursions are in process of formation. Committees on excursions, receptions, for the press, etc., have been created.

During the Congress, there will be offered to the members excursions to the installations of the port of Stockholm, to the archipelago of the capital and to Lake Mälaren, with visits later to certain industrial establishments which will be of special interest to them. As objects for excursions, there may also be mentioned the hydraulic power stations of the State at Alvkarleby and the town of Gävle, with its adjacent port and large saw-mills. An excursion is also in view, after the Congress, to Trollhättan to study the hydraulic power stations of the State and the work done for the construction of the Trollhättan Canal. This excursion will end at Gothemburg or at Malmö.

It is intended to propose, to a limited number of participants, a trip to Lapland to visit the great Gelliva and Kisrunavaara deposits of iron, the hydraulic power plants of the State at Porjus and the ports of Lulea and Narvik, where the arrangements for the transportation of iron ore can be studied.

The members of the Congress can take different lines in order to reach Stockholm. Those coming from countries lying South or South-West from Sweden will do well to go by Sassnitz-Trelleborg; the trains are there carried across the sea on modern " ferry boats. " The entire trip would be made in the one sleeping car (4 hours at sea). Direct roads also lead by way of Denmark, but a change of cars has to be made.

Those who prefer to go by steamer have at their disposal many direct and comfortable lines from England to Gothembourg, from Lübeck to Malmö and Stockholm, from Stettin, Riga, Saint-Petersbourg and the Finnish ports to Stockholm, etc.

Itineraries will be sent in due time to those taking part in the Congress and a special Bureau of information will be established :

Stockholm Uthyrningsbyrà, Kungstradgardsgatan, 12, *at Stockholm.*

This Bureau will look after procuring lodgings and distributing prospectuses when the time comes around.

There will be, probably, no reduction of rates by ordinary trains, these rates being already quite low by reason of the tariff by zones. A considerable reduction will be granted for special trains if a large number of members join in and travel together. For example, a great reduction will probably be obtained for our German and Rus-

sian colleagues. Collective trips on steamboats chartered for the purpose will be advantageous in every way.

We hope to obtain the Parliament Buildings for the sessions of the Congress.

The 19th or 20th of August, 1915, is proposed for the opening of the Congress, the exact date to be specified later by the Executive Committee in accord with the Local Committee of Organization at Stockholm.

In this way, we shall avoid holding our meetings at the same time as those of the *International Congress for the Tests of Materials* which will open *at Saint-Petersburg* on August 12, 1915, and that of *Engineers*, at *San Francisco*, which will take place in the month of September.

A first circular relative to the Congress will be sent very soon to the members of the Association and also to the Societes and persons who may join in the Congress.

THE PRESIDENT. — I think that I voice the sentiments of all the members of the Board in warmly thanking Colonel Hansen for all the trouble he has taken in preparing so attractively the organization of our next Congress. *(Lively applause.)*

I also thank, in the name of the Board, all those who have been so kind as to lend us their assistance. *(Applause.)*

BARON VON COELS VON DER BRÜGGHEN recalls the fact that, at the time of the Congress of Saint-Petersburg, he had invited the members of the Congress to meet at Berlin for a trip to the Teltow Canal. These members then went on to Saint-Petersburg by special train. He is happy new to be able to announce that if any members wish it, their German colleagues will be at their disposal to show them this time, before going to Stockholm, *the new canal from Stettin to Berlin, which is soon to be inaugurated.*

BARON VON COELS VON DER BRÜGGHEN foresees that this preliminary excursion will involve a loss of time, but he thinks that will be made up largely by the interest to be found in a visit to this canal. So far as the cost is concerned, he hopes to be able to make advantages arrangements.

THE PRESIDENT. — I thank Baron von Coels von der Brügghen for his kind proposition and I hope that many of the members will accept his graceful invitation. *(Applause.)*

It remains now to fix the date of the Congress.

Professor DE TIMONOFF. — Five technical Congress are to be held during the summer of 1915; hence it is necessary to settle the date of ours and I opine that this should be done here and now. A Congress for the test of materials will be held at Saint-Petersburg. It cannot now change the dates of its sessions. On the other hand, several attendants at this Congress have asked it be set near the Congress of Navigation, as they wish to combine their trip to Saint-Petersburg with that to Stockholm. August 20 would suit this best, as the Congress of Saint-Petersburg ends on August 17. It will be followed by an excursion to Moscow lasting two days, I think; the members joining therein who go to Stockholm will be able thus to arrive in plenty of time.

Colonel HANSEN. — I agree with this, but latitude should be given to us to choose between August 20 or 21. (*Agreed.*)

THE PRESIDENT. — The 5th item in our order of business relates to the *place where the XIVth Congress is to meet.* Mr. Dufourny has already spoken of *Brazil* and *Canada.*

Professor DE TIMONOFF. — I can make no proposition, but I take the liberty of submitting an idea. Roumania, which is one of the States of Europe not yet visited by our Association, has carried out some important works in the interest of Navigation. Great enterprises are under way at the mouth of the Danube; these works are handled by the International Commission of the Danube, the funds therefore being furnished by all the countries of Europe, and they are very interesting both from the technical and financial stand-points. Other important works have been carried on by the Hungarian Government at the *Iron Gate* which lies at the frontier of Roumania. There are here, I think, very interesting elements for study, and the Executive Committee might be requested to take the matter up with the representatives of Roumania in order to find out

whether it might not be possible to hold our *XIVth Congress in that Country.*

THE PRESIDENT. — The idea set forth by Professor de Timonoff is not formal, but we may understand from it that an invitation might be given, perhaps, by Roumania.

Mr. DE LETAY. — Gentlemen, the Hungarian delegates have long been aware of the desire uttered by the International Association of Congresses of Navigation to hold a meeting in Hungary. In conformity with this very flattering desire, they have taken the necessary steps with the Hungarian Government in order that the Congress of 1918 may convene at Budapest. The question is now in the hands of the Minister of Commerce and will be presented ere long to the Council of Ministers.

The Hungarian delegates assure you that they are doing and will continue to do their best to reach the end desired not only by you but equally so by them, and it is they who will be the happiest if their efforts be crowned with success. As it does not depend upon the delegates to be able to fix the time necessary for the action of the Government to become known, it is impossible to say now anything in regard to the matter. They hope however to be in position to communicate this decision to the Executive Committee in a precise and probably favorable shape before the end of the present year. (*Applause.*)

THE PRESIDENT. — We are very much obliged to Mr. de Letay for what he has told us. It is perfectly true that the Association has expressed the desire several times to meet in *Hungary* and I believe that every one would be very happy in the realization of this project.

Gentlemen, our order of business is exhausted.

General DE SCHOKALSKY asks permission of the Board to set briefly before it the results of an *exploring expedition into the seas lying North of Russia and Siberia. (General de Schokalsky's statement forms appendix II of these minutes.)*

In conclusion, BARON VON COELS VON DER BRüGGHEN thanked President Helleputte, in the name of the assembled company, for

the masterly way in which he had directed the debates of the meeting. (*Applause.*)

The meeting adjourned at 12.30 p. m.

G. HELLEPUTTE,
A. DUFOURNY,
Presidents.

J. RICHALD,
Secretary General.

Appendix I.

Changes in the List of Reporters

FOR THE

XIIIth INTERNATIONAL CONGRESS OF NAVIGATION

STOCKHOLM 1915

First Section. — Inland Navigation.

As they were :	*As they should be :*
FIRST QUESTION	
Russia : Messrs. KLEIBER, Engineer of Lines of Communication, Kasnatcheiskaia, 9, Saint Petersburg; V. E. DE TIMONOFF, Professor at the Imperial Institute of Lines of Communication, President of the Hydrological Committee, Member of the Superior Technical Councils in the Ministry of Lines of Communication, Commerce and Industry, etc., Perspective Ismailovsky, 7, St. Petersburg.	*Russia :* Messrs. E. J. KOSKENMAA, Office Engineer with the Superior Commission of Road and Water Constructions in Finland, Helsingfors, and V. E. DE TIMONOFF, Professor at the Imperial Institute of Lines of Communication, President of the Hydrological Committee, Member of the Superior Technical Councils in the Ministry of Lines of Communication, Commerce and Industry, etc., Perspective Ismailovsky, 7, St. Petersburg.
FIRST COMMUNICATION	
Italy : Messrs. Luigi LUIGGI, Senior Inspector of Civil Engineering, Ministry of Public Works, Rome.	*Italy :* MM. Luigi LUIGGI, Senior Inspector of Civil Engineering, Ministry of Public Works, at Rome, and Angelo FORTI, Engineer, Piazza Castello, 23, Milan.

THIRD COMMUNICATION

As they were :	*As they should be :*
Russia : Messrs. S. I. RAOUNER, Assistant Director of the Direction of Forests, Vasiliewski Island, Grande Perspective, 35, Saint-Petersburg; F. N. SCHIRAEFF, Engineer of Mines, Chirokaia, 23, St-Petersburg ; D. S. FLEXOR, Chief of Bureau in the Direction of Agricultural Hydraulics, Krestowsky Island, Esperoff Alley, St-Petersbourg.	*Russia :* Messrs. S. I. RAOUNER, Assistant Director of the Direction of Forests, Vasiliewski Island, Grande Perspective, 35, Saint-Petersburg; F. N. SCHIRAEFF, Engineer of Mines, Chirokaia, 23, St-Petersburg; D. S. FLEXOR, Chief of Bureau in the Direction of Agricultural Hydraulics, Krestowsky Island, Eperoff Alley, St-Petersburg; and Eduard BLOMQVIST, Chief of the Hydrographic Bureau with the Superior Commission of Road and Water Constructions in Finland, Helsingfors.

Second Section. — Ocean Navigation.

FIRST QUESTION

Netherlands : Mr. WOUTER COOL, Assistant Director of the Public Works of the City of Rotterdam.	*Netherlands:* Messrs. H. C. WESSELING, Assistant Director, and M. F. DE BRUYNE, Engineer of the Public Works of the City of Rotterdam, Stadstimmerhuis, Rotterdam.

FIRST COMMUNICATION

Germany : Mr. CARSTANJEN, Director of the Augsburg-Nürnberg Machine Factory at Gustavsburg.	*Germany :* Messrs. A. G. Georg KAPSCH and Friedrich DUWE, Engineers of the Augsburg-Nürnberg Machine Factory at Gustavsburg.

As they were :	*As they should be :*
Russia : Messrs. V. E. LAKNISKI, Engineer of Lines of Communication, Perspective Ismaïlovski, 7, rota 19, Saint-Petersburg, and A. K. ROJDESTVENSKY, Engineer of Lines of Communication, Canal Ekaterininsky, 52, St-Petersburg.	*Russia :* Messrs. V. E. LAKNISKI, Engineer of Lines of Communication, Perspective Ismaïlovski, 7, rota 19, Saint-Petersburg; A. K. ROJDESTVENSKY, Engineer of Lines of Communication, Canal Ekaterininsky, 52, St-Petersburg, and A. WESEN, Office Engineer with the Superior Commission of Road and Water Constructions in Finland, Helsingfors.

THIRD COMMUNICATION

Germany : Will be appointed later.	*Germany :* Mr. NÜBLING, Naval Architect, Königgrätzerstrasse, 132, Berlin, W. 9.
France :	*France :* M. FRANÇOIS, Naval Engineer, attached to the technical service of Naval Constructions at the Ministry of the Navy, Paris.

Appendix II.

Results of an exploring expedition into the seas lying North of Russia and Siberia

Statement from General de SCHOKALSKY

Gentlemen and Honored Colleagues,

It might be supposed, after the discoveries of Nansen, Peary and other explorers of Arctic regions, that everything in the way of land existing within the North Polar Cercle was already known, but life teaches us every day that our conceptions based on present knowledge are often far astray because we really know so little. So it might have been believed that, as the North coast of Asia had been studied and mapped by the Great Norther Expedition of 1736-1746, then by the three voyages of discovery made by A. Nordenskjold in 1878, by Nansen in 1893-96 and by Baron E. Toll in 1900-1903, all of whom passed around Cape Tcheluskine, the most northerly promontary of the continents, this coast extended no further than the Polar Sea. But facts have just shown once more that all was not yet known.

During the last three years, the Minister of the Imperial Russian Navy organized in the Polar Sea a hydrographic expedition which was to study the coast from cape Dejnef (Behring's Strait) to Jenissei Bay. This expedition mapped the coast, in 1911 and 1912, as far as the Peninsula of Taimir, made many soundings and studied the physico-geographic conditions of the seas covered.

Placed, in 1913, under the command of Commander Borès Wilkitsky (son of General A. Wilkitsky, himself an arctic explorer), the expedition after an unprecedented trip reached a sea nearly free of ice in latitude 77°-78° N.

At Cape Tcheluskine, the explorers found the passage blocked by ice, which had not yet broken up, and then worked toward the North. After running a distance of 30 marine miles, they discovered a long, low, narrow island lying North and South, to which they gave the name of Tsesarévitch Alexis Island. Working

still further toward the pole, and sailing northwestwardly on an open sea, the expedition approached a high land, covered with cliffs and glaciers which no explorer had yet reached. The shore of this land was followed to the point where it began to bear toward the West; the expedition then went ashore to make some astronomical observations (latitude 80° 4' N, longitude 97° 12' W) and hoisted the Russian flag on the new land which was called afterwards « Nicolas II Land ».

Having found no passage at latitude 81° N, the expedition turned back and came to Cape Tcheluskine whence it made its way once more in clear water to Bennet's Island. It surveyed this island, took there the collections of the regretted Baron de Toll and once more got under way; then after having discovered a small island, called General Wilkitsky's Island (in honor of the father of the commanding officer of the party) the expedition arrived, not without bother in Behring's Strait, at Vladivostok, after having made on these northern shores and through wholly new routes a most astonishing and fruitful cruise.

The new islands extend over a great distance and close the Arctic Ocean still more. It is probable that they are connected with the archipelagoes of the West coast of Taimir and so form the eastern boundary of the inclosed sea of Kara, which laves the shores of Siberia.

This interesting and important discovery made by officers of the Imperial Russian Navy, belongs very naturally to the series of heroic exploits started by their predecessors of the Great Russian Expedition to the North about the middle of the XVIIIth century.

J. DE SCHOKALSKY,

Lieutenant General of the Imperial Russian Navy,
Vice-President of the Imperial Russian Geographical Society.

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